

ENVIRONMENTAL CHECKLIST

Purpose of Checklist

The State Environmental Policy Act (SEPA), chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from your proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of Checklist for Nonproject Proposals

Complete this checklist for nonproject proposals, even though questions may be answers "does not apply". IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

**BNSF-SKYKOMISH
INTERIM CLEANUP ACTION
LNAPL BARRIER AND RECOVERY SYSTEM
AND SURFACE AND SUBSURFACE SOIL EXCAVATION
ENVIRONMENTAL CHECKLIST**

A. BACKGROUND

**EVALUATION FOR
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ONLY**

1. Name of proposed project, if applicable:

BNSF-Skykomish Interim Cleanup Action (oil collection and recovery system, and surface and subsurface soil removal)

2. Name of applicant:

The Burlington Northern and Santa Fe Railway Company (BNSF)

3. Address and phone number of applicant and contact person:

Applicant:

Bruce Sheppard
Burlington Northern Santa Fe Railway Company
2454 Occidental Avenue South, Suite #1A
Seattle, Washington 98134
Telephone: (206) 625-6035

Contact Person:

Halal Voges
ThermoRetec Consulting Corporation
1011 S.W. Klickitat Way, Suite #207
Seattle, Washington 98134
Telephone: (206) 624-9349

4. Date checklist prepared:

April 20, 2001

5. Agency requesting checklist:

Washington State Department of Ecology (lead agency)

Northwest Regional Office
Toxics Cleanup Program
3190 160th Avenue, SE
Bellevue, WA 98008-5452

Contact: Louise Bardy (Site Manager)
Phone 425 649-7209

6. Proposed timing or schedule (including phasing, if applicable):

The current proposal consists of a subsurface barrier wall and oil recovery system along the flood control levee. The barrier wall and oil recovery system will be constructed in two phases. Phase I includes construction of a barrier wall, monitoring and recovery wells and is currently planned for summer to fall of 2001. Phase II includes installation of product recovery equipment controls and piping, and is planned to start 6 to 12 months after installation of the barrier wall and wells. For additional details, see May 2001 "Interim Action Basis of Design for LNAPL Barrier System." BNSF also proposes to remove contaminated surface and subsurface soil from the railyard, independent of the subsurface barrier wall and oil recovery system, at a later date. For additional details see February 26, 2001 letter, p. 3, from BNSF to Ecology.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There are currently no specific plans for additions or expansions to the proposed Interim Cleanup Action. Additional cleanup activity will eventually be required, and will be outlined in a future cleanup action plan (CAP) and a consent decree (CD) to be negotiated with Ecology. The 1996 Draft Remedial Investigation Report and 1999 Draft Feasibility Study contain information regarding the nature and extent of site contamination.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- *Interim Action Plan for the BNRR Former Maintenance and Fueling Facility, Skykomish, Washington, Revision 2, RETEC, August 1995.*
- *Remedial Investigation for the Former Maintenance and Fueling Facility in Skykomish, Washington, RETEC, January 1996.*

- *Annual Product Recovery Progress Report*, RETEC, May 1997.
- *Annual Product Recovery Progress Report for March 1997–March 1998.*, RETEC, May 1998.
- *Annual Product Recovery Progress Report for March 1998–March 1999*, ThermoRetec Consulting Corporation, April 1999.
- *Feasibility Study for BNSF Former Maintenance and Fueling Facility, Skykomish, Washington*, ThermoRetec Consulting Corporation, October 1999.
- *Interim Action Basis of Design for LNAPL Barrier System for BNSF Former Maintenance and Fueling Facility, Skykomish, Washington*, ThermoRetec Consulting Corporation, May 1, 2001.

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

There are currently no applications or pending governmental approvals of other proposals which would directly affect the property covered in this proposal.

10. **List any government approvals or permits that will be needed for your proposal, if known.**

The Department of Ecology (lead agency) must approve the interim Cleanup Action prior to its implementation by BNSF. No other state or federal permits or approvals have been identified at this time. BNSF and Ecology will sign an Agreed Order pursuant to the Model Toxics Control Act, RCW 70.105D, such that no local permits or approvals will be required. However, the Interim Cleanup Action must be implemented in a manner consistent with substantive local regulations and ordinances, such as the Town of Skykomish right-of-way standards, building code and shoreline development regulations. The substantive provisions of the King County Department of Health regulations for septic systems and the Puget Sound Clean Air Agency regulations for dust control may also be applicable to the proposal.

11. **Give brief, complete description of your proposal, including the proposed uses and the site of the project. There are several**

questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Interim Cleanup Action proposed by BNSF is part of an on-going effort by BNSF to address contamination at the former fueling facility in Skykomish, WA. The first part of this Interim Cleanup Action proposal will address floating oil, a light nonaqueous phase liquid (LNAPL) plume currently results in oily seeps to the Skykomish River. This proposal is to install a barrier system with upgradient recovery and monitoring wells to reduce and eventually eliminate the seeps to the River. The wall will be approximately 600 feet long and 15 feet deep. For additional details, see May 2001 "Interim Action Basis of Design for LNAPL Barrier System." The second part of this proposal is to remove and dispose off-site surface and subsurface soil.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or details plans submitted with any permit applications related to this checklist.**

The proposed Interim Cleanup Action will be located in Skykomish, Washington, in King County. The proposed barrier wall and recovery wells are located on West River Road, between 5th Street and the school yard, in Skykomish. The site plan, vicinity map and proposed work zone are shown on Figures 1-1, 2-1 and 2-6 of the "Interim Action Basis of Design for LNAPL Barrier System" (May 1, 2001 2001). The proposed surface and subsurface soil removal will occur on the BNSF railyard, and disposal of that soil will occur at a licensed, off-site facility.

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ONLY****B. ENVIRONMENTAL ELEMENTS****1. Earth****a. General description of the site (circle one):****Flat, rolling, hilly, steep slopes, mountainous, other:**

The proposal will be located in the narrow, steep-sided valley of the Skykomish River. The topography in the Town of Skykomish gently slopes southwest towards the river. The specific location of the proposed Interim Cleanup Action is flat.

b. What is the steepest slope on the site (approximate percent slope)?

The site of the proposal is essentially flat with an approximate slope of less than one percent. Immediately north of the proposed barrier wall and recovery wells is a flood control levee along the Skykomish River with side slopes of 30 to 50 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The soil type is classified as Arents (USDA, 1992); coarse alluvial sands and gravels underlie topsoils

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There is no surface indication or history of unstable soils.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

The barrier wall and recovery well project does not involve any cut/fill or grading work. However, installation of the proposed monitoring and recovery wells will result in some spoils which will be disposed off-site. Standard well construction requires use of clean silica sand for well filter packs. Sand will be provided by the companies contracted to perform the work and must meet grain size and other specifications. Pavement subgrade

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<p>materials and asphalt will be imported for repair and resurfacing of West River Road; the source of road base material is unknown at this time, but will meet Town of Skykomish requirements.</p> <p>The surface and subsurface soil removal project involves the excavation of approximately 6,900 cubic yards of soil from the BNSF railyard. The soil would be shipped off-site for disposal at a properly licensed facility. The excavation would be back-filled with clean soil.</p> <p>f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.</p> <p>No erosion is expected to occur as a result of this proposal.</p> <p>g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p> <p>The barrier wall will be installed within the West River Road right-of-way limits. The existing asphalt pavement will be repaired and resurfaced with no increase in impervious areas after the barrier system installation. No impervious surfaces will be removed or created during the surface and subsurface soil excavation on the railyard.</p> <p>h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:</p> <p>No erosion is expected to occur. However, erosion control measures, such as silt fences, hay bales, etc., will be placed along the perimeter of the work zone to control erosion which may result during construction consistent with applicable Town of Skykomish and King County erosion control requirements.</p> <p>2. Air</p> <p>a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.</p> <p>Air emissions would result from the use of heavy equipment and vehicles</p>	

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during construction. This would result in a temporary increase in engine emissions and dust. Also, if a slurry wall construction method is used, excavation and exposure of diesel and Bunker C soil may result in increased emissions and odor from the exposed oil. Similarly, emissions and odors from grout may result from grout curtain construction. The proposal will not generate any air emissions or odors after completion.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no known off-site sources of emissions or odor that may affect this proposal.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

Modern, well-maintained equipment will be used for the proposed construction to mitigate vehicle emissions. Dust/odor control measures will be implemented as necessary, such as periodic watering along construction traffic areas or use of mechanical devices.

3. **Water**

- a. **Surface:**

- 1) **Is there are surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The Site is located immediately south of the South Fork of the Skykomish River. A flood control levee separates the proposed barrier wall from the river. The Skykomish River flows into the Snohomish River which discharges to Puget Sound.

- 2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

The barrier wall and recovery system work described in this proposal will be performed within 200 feet of the Skykomish River, but no work

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will be performed over or in the river. Plans are presented in Figures 2-1 and 2-6 of the "Interim Action Basis of Design for LNAPL Barrier System" (May 1, 2001).

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material will be placed in or removed from surface water or wetlands under this proposal.

- 4) **Will the proposal require surface water withdrawals or diversion? Give general description, purpose, and approximate quantities if known.**

No surface water withdrawals or diversions are included in this proposal. Water for dust control will be provided by the existing Town water system.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

The proposed barrier wall and recovery wells are located within the 100-year floodplain as shown in Figure F-1 of the "Interim Action Basis of Design for LNAPL Barrier System" (May 1, 2001).

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

The proposal does not involve any discharge of waste materials to surface waters.

b. **Ground:**

- 1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

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The barrier wall and surface and subsurface soil removal will not involve any groundwater withdrawal or discharge to groundwater. Monitoring and recovery wells will be developed through withdrawal of small quantities of groundwater. Also, purging of wells will be performed prior to sampling. All purged groundwater will be containerized and properly disposed of at an off-site recycler.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

The proposal will not discharge any waste materials into the ground from septic tanks or other sources.

c. **Water Runoff (including storm water):**

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Stormwater is the source of runoff at the Site. Temporary erosion controls will be used to contain any runoff within the two project work zones (West River road and the railyard). The existing stormwater catch basins on West River Road and the railyard will be temporarily plugged or relocated to outside the work zones so that soil/spoil runoff will not be discharged into catch basins which might drain to the Skykomish River. Stormwater outside either of the work zones either infiltrates or runs off.

- 2) **Could waste materials enter ground or surface waters? If so, generally describe.**

The proposed barrier system and recovery wells and proposed soil removal will not cause waste materials to enter ground or surface water. However, there is a small potential for slurry or grout loss into

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the river during construction of the barrier wall. The slurry and grout material is not considered "hazardous" under applicable regulations and is generally inert.

d. Proposed measures to reduce or control surface, ground, or runoff water impacts, if any:

Temporary erosion controls will be used to contain any runoff within the two project work zones (West River road and the railyard). The existing stormwater catch basins on West River Road and the railyard will be temporarily plugged or relocated to outside the work zones so that soil/spoil runoff will not be discharged into catch basins which might drain to the Skykomish River. Stormwater outside either of the work zones either infiltrates or runs off. Oil-absorbent booms will continue to be used to intercept and contain the existing oily seeps when water levels in the river are low. Removal of oil that collects behind booms using a vacuum tank may also be implemented during extremely low river stage conditions pending review by Dept. of Fish & Wildlife and King County Surface Water Management.

The contractor will have a contingency plan in place to address potential grout or slurry loss to the river. Since construction is scheduled for summer to early fall when river levels are at their lowest, it is likely that oil absorbent booms will be maintained in the river during the construction period. However, since the grout or slurry mix is denser than water, if grout/slurry loss to the river were to occur, siltation may be visible and the grout would not float. Rather, the grout/slurry would lay on the river bottom and could most likely be removed if necessary.

4. Plants

a. Check or circle types of vegetation found on the site:

☐ deciduous tree: alder, maple, aspen, other

☐ evergreen tree: fir, cedar, pine, other

☐ shrubs

☒ **grass**

☐ pasture

☐ crop or grain

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☒ **OTHER TYPES OF VEGETATION**

b. What kind and amount of vegetation will be removed or altered?

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Some trampling of grass may occur as the result of traffic diversion or heavy equipment.

c. **List threatened or endangered species known to be on or near the site.**

Threatened or endangered fish (steelhead and trout) and the Bald Eagle occur in or near the Skykomish River. See also 5.b. below. There are no other threatened or endangered species known to be on or near the Site.

d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

No landscaping or other measures to preserve or enhance vegetation on the Site is proposed other than to replant/restore lawns/landscaping in the event the school yard or private residences' lawns are disturbed.

5. **Animals**

a. **Circle or underline any birds or animals that have been observed on or near the site or are known to be on or near the site:**

birds: hawk, heron, eagle, songbirds, other: Harlequin Duck,

Spotted Owl, Bald Eagle

mammals: deer, bear, elk, beaver, other: _____

fish: bass, salmon, trout, herring, shellfish, other: Dolly Varden/Bull Trout, Olympic Mud Minnow, Steelhead

b. **List any threatened or endangered species known to be on or near the site.**

Within a 1-mile radius of the Site exists the Harlequin Duck (priority species), the Spotted Owl (listed species), and the Bald Eagle (listed species). Within the 7½-minute quadrangle also exist the Mountain Goat (priority species), the Northern Goshawk (listed species), and the Marbled Murrelet (listed species). See also 4.c. above.

c. **Is the site part of a migration route? If so, explain.**

Migratory fish and waterfowl are present in the Skykomish River. The Dolly Varden/Bull Trout and Olympic Mud Minnow spawn within 1 mile of the Site. The Harlequin Duck breeds within 1 mile of the Site. The only known anadromous fish in the Skykomish River is Steelhead. The proposed projects are not expected to cause any adverse effects on any threatened or

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<p>endangered species.</p> <p>d. Proposed measures to preserve or enhance wildlife, if any:</p> <p>This project will not adversely affect any of the animals mentioned due to the mitigation of other adverse impacts such as erosion, dust and odor controls; no additional mitigation is proposed.</p> <p>6. Energy and Natural Resources</p> <p>a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.</p> <p>Electricity will be used to operate the oil recovery pumps and for heat tracing product transfer lines.</p> <p>b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.</p> <p>This proposal will not affect the potential use of solar energy by adjacent properties.</p> <p>c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:</p> <p>Oil recovery pumps will be maintained in good working order and operated using a timer.</p> <p>7. Environmental Health</p> <p>a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.</p> <p>The proposed barrier wall will be constructed using the jet grout or slurry wall technology. Therefore, the oil that is currently in the subsurface may be excavated or exposed for potential direct contact by the personnel. Similar exposure to contaminants in the soil could occur during the excavation, transport and off-site disposal of that contaminated soil. All persons working on this proposal inside the areas of existing contamination will be trained, monitored and equipped according to the applicable worker</p>	

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health and safety requirements of the state and federal agencies such as OSHA and WISHA.

There are some existing septic systems located on the upgradient side of the proposed barrier system. The septic systems could potentially be impacted by the groundwater mounding that may result from the barrier wall. Groundwater modeling for the Site, as presented in this report, indicates that the groundwater table mounding is expected to be minimal due to the relatively high transmissivity of the aquifer. However, the groundwater table could potentially rise to a certain level that might impede the proper drainage of the septic systems, or the LNAPL product could interfere with the septic drainfield, which in turn could cause malfunctioning of the septic systems. Although unlikely, some surface ponding on the upgradient side of the barrier wall could occur if there are areas where shallow perched water table exists.

Phase II of the proposed barrier wall and recovery system will install monitoring and recovery wells at the Site. Some impacted soil spoils will be generated during installation of these wells. Petroleum hydrocarbon product will be recovered from the wells and stored on site in drums or a tank at the railyard. The risks to personnel involved with handling the petroleum hydrocarbon-impacted soil is expected to be minimal. The short-term risks to the surrounding environment are manageable and not considered to be significant.

1) Describe special emergency services that might be required.

The Fire Department is located in close proximity to the Site. They have the personnel, training and equipment required in the event of a discharge of fuel or oil.

2) Proposed measures to reduce or control environmental health hazards, if any:

In the event that the septic systems malfunction or local flooding occurs under normal climatic conditions, additional groundwater gauging will be performed to collect data for groundwater level evaluation. If results of the evaluation indicate that the barrier wall causes the excessively higher water table, measures will be taken to control/remedy the situations. Temporary septic system

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pumping will be performed to allow the continuing use of the septic system. Existing wells could easily be converted to pumping wells or additional pumping wells could be installed on the upgradient of the barrier wall to lower the water table to restore the water table to pre-construction levels, or the barrier wall could be perforated and a different LNAPL remedy installed.

All persons working on this proposal inside the areas of existing contamination will be trained, monitored and equipped according to the applicable worker health and safety requirements of the state and federal agencies such as OSHA and WISHA.

b. Noise**1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?**

Existing noise sources outside or adjacent to the project area are limited to local automobile traffic and train traffic. These noise sources will not adversely affect this proposal as it is not sensitive to noise.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site.

Short-term noise increases generated by construction equipment necessary for the barrier wall installation and soil removal will occur due to this proposal. Noise from construction equipment and vehicles will occur during the working hours selected based on public input. No noise associated with the barrier wall or soil removal will be generated after the construction.

Only very minimal noise will be generated by oil recovery pump operation after recovery system installation. The noise level resulting from pump operation is approximately 20 dB. Pumps will be installed in subsurface vaults and it is unlikely that they will be audible at ground surface. In the event of complaints about noise from the pumps, they will be monitored to determine if they meet applicable noise levels under WAC 173-60.

3) Proposed measures to reduce or control noise impacts, if

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any:

All construction activities will be performed during the working hours determined through public input, and will be limited to daylight hours. The Community will be notified regarding the operational hours prior to the commencement of work. All activities will meet applicable noise criteria in WAC 173-60.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The current land use of the of West River Road is public right-of-way (barrier wall location). The surrounding area is residential and commercial. The current use of the railroad property is industrial.

b. Has the site been used for agriculture? If so, describe.

The Site has not been used for agricultural purposes.

c. Describe any structures on the site.

Three houses with detached garages, teacher's cottage and a school yard are located immediately south of the proposed barrier system.

d. Will any structures be demolished? If so, what?

No structures will be demolished.

e. What is the current zoning classification of the site?

The zoning designation for the project Site is residential.

f. What is the current comprehensive plan designation of the site?

West River Road is designated as a public right-of-way and residential. The railyard is designated as industrial.

g. If applicable, what is the current shoreline master program designation of the site?

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Town of Skykomish – Shoreline Master Program, 1999.

- h. **Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.**

No

- i. **Approximately how many people would reside or work in the completed project?**

No persons would reside or work in the complete project.

- j. **Approximately how many people would the completed project displace?**

No persons would be displaced as a result of this project.

- k. **Proposed measures to avoid or reduce displacement impacts, if any:**

No mitigation is proposed.

- l. **Proposed measures to ensure the proposal is compatible with existing and project land uses and plans, if any:**

See Section 2.5 Community Issues of the “Interim Action Basis of Design for LNAPL Barrier System” (May 1, 2001).

9. **Housing**

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

No housing units would be provided.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No housing units would be eliminated.

- c. **Proposed measures to reduce or control housing impacts, if any:**

No housing would be provided or eliminated under this proposal, therefore

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no measures to reduce or control housing impacts are proposed.

10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Two existing small shelters in the West River Road right-of-way may continue to be used to store recovered oil product. The shelters are approximately 8 feet tall and constructed with wood siding. Additional shelters may be constructed depending upon the operational data from the additional recovery wells described in this proposal. Similar shelters, if needed, may be constructed (with town's concurrence) within the West River Road right-of-way consistent with the Town and Historical Design Review Board standards for such shelters, or on BNSF property at the railyard.

- b. **What views in the immediate vicinity would be altered or obstructed?**

No views would be altered or obstructed.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

Any additional drum storage shelters will be painted a neutral color to match the existing shelters and properly maintained. Shelters will be constructed consistent with the Town and Historical Design Review Board standards for such shelters whether in the right-of-way or on BNSF property at the railyard.

11. Light and Glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

The proposal would not produce any light or glare.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

This proposal would not result in any light or glare.

- c. **What existing off-site sources of light or glare may affect your proposal?**

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<p>No existing off-site light sources would affect this proposal.</p> <p>d. Proposed measures to reduce or control light and glare impacts, if any:</p> <p>None is proposed.</p> <p>12. Recreation</p> <p>a. What designated and informal recreational opportunities are in the immediate vicinity?</p> <p>Fishing and non-motorized water activities (i.e., kayaking) are available on the Skykomish River.</p> <p>b. Would the proposed project displace any existing recreational uses? If so, describe.</p> <p>The proposed project will not displace any existing recreational uses or public shoreline access areas.</p> <p>c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:</p> <p>None is proposed.</p> <p>13. Historic and Cultural Preservation</p> <p>a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.</p> <p>King County has registered buildings on Railroad Avenue (between 3rd and 6th Streets) as historic buildings. The Skykomish School and grounds and the teacherage were designated King County Historic Landmarks on April 4, 1995. See attached Figure F-2.</p> <p>b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.</p> <p>See 13.a. above.</p>	

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ONLY****c. Proposed measures to reduce or control impacts, if any:**

No adverse impacts to historic or cultural resources are expected as a result of this proposal. The construction work zones will be limited to the West River Road right-of-way limits and the railyard. Potential impacts on the buildings due to the vibrations of construction equipment and vehicles will be closely monitored by conducting surveys of structures and videotaping of structures before and after construction. Plans for any additional drum shelters will be submitted for review to the Town Design Review Board to ensure design consistency.

14. Transportation**a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.**

The Town of Skykomish is served by US Highway 2, located just north of the Skykomish River. The proposed barrier system will be located along West River Road. This site and the railyard can be accessed via 5th Street and 6th Street, as shown in Figure 1-1 of the "Interim Action Basis of Design for LNAPL Barrier System" (May 1, 2001).

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The Site is not currently served by public transit. The nearest transit stop is in Gold Bar, approximately 20 miles west of Skykomish.

c. How many parking spaces would the completed project have? How many would the project eliminate?

This proposal will neither create nor eliminate any parking spaces.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Implementation of this proposal would not require any new roads, or streets or improvements to existing roads or streets. The proposal will involve excavation within the West River Road right-of-way. The road will be repaired to its original condition according to applicable local standards.

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- e. **Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project will not use or occur in the immediate vicinity of water or air transportation. The barrier wall and recovery well proposal will not use rail transportation. The soil excavation will occur adjacent to existing rail transportation facilities on the railyard, and may use rail to transport excavated soils to a disposal facility.

- f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The completed proposal will generate one vehicular trip per month for project maintenance, in addition to what currently exist at the Site.

- g. **Proposed measures to reduce or control transportation impacts, if any.**

This proposal will not have any long-term impacts to the existing transportation systems. No measures to reduce or control transportation impacts are proposed.

15. **Public Services**

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

Implementation of this proposal is not expected to increase the need for any public services.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

No measures are proposed

16. **Utilities**

- a. **Circle or underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on**

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the site or in immediate vicinity which might be needed.

Electricity will be required to run the oil recovery pumps. Puget Sound Energy currently supplies power to the site, and there is an existing meter. A new breaker panel and/or increased capacity may be required.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.

Signature: _____
Bruce Sheppard

Date submitted: _____

This checklist was reviewed by: _____
Louise Bardy

Environmental Specialist, Department of Ecology

Any comments or changes made by the Department are entered in the body of the checklist and contain the initials of the review.
